

## APPENDIX K

# ESTIMATES OF ADDITIONAL TRIPS GENERATED BY PROPOSED DEVELOPMENTS

# Preliminary Estimates of Additional Trips Generated by Proposed Developments

## Project: Washington Clinic Site

### Proposed Development Trip Generation

#### Data:

- 125 Condominiums
- 3000 SF - Day Care Center
- 1.1 parking spaces per unit (including 8 for visitors)
- 4 spaces for the Day Care Center

#### From Institute of Transportation Engineers:

	In (directional flow)	Out (directional flow)
<i>Residential Development -- Luxury Condos</i>		
<b>0.56</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic	23%	77%
<b>0.55</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	63%	37%
<i>Day Care Center</i>		
<b>12.71</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic	53%	47%
<b>13.2</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	47%	53%

#### Trip Rates:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Condos	Trips Per Residential Units	0.13	0.43	0.56	0.35	0.20	0.55
Day Care Center	Trips Per 1000 SF	6.74	5.97	12.71	6.20	7.00	13.2

#### Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Condos	Trips Per Residential Units	16	54	70	43	25	68
Day Care Center	Trips Per 1000 SF	20	18	38	19	21	40
<b>Total</b>		<b>36</b>	<b>72</b>	<b>108</b>	<b>62</b>	<b>46</b>	<b>108</b>

#### Trip Reductions:

	Residential Commercial	
Transit	40%	30%
Internal Capture (People Walking)	10%	10%
Pass-By trips	0%	10%
<b>Total</b>	<b>50%</b>	<b>50%</b>

#### Adjusted Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Condos	Trips Per Residential Units	8	27	35	22	13	35
Day Care Center	Trips Per 1000 SF	10	9	19	10	11	21
<b>Total</b>		<b>18</b>	<b>36</b>	<b>54</b>	<b>32</b>	<b>24</b>	<b>56</b>

## Preliminary Estimates of Additional Trips Generated by Proposed Developments

### Existing Development Trip Generation

#### Data:

43,840 Washington Clinic

*The site was vacated by March 31st.*

*Traffic counts for the Frinedship Heights study was collected after the clinic was closed.*

### Net Trip Addition by Proposed Development:

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Total</b>	<b>18</b>	<b>36</b>	<b>54</b>	<b>32</b>	<b>24</b>	<b>56</b>

# Preliminary Estimates of Additional Trips Generated by Proposed Developments

## Project: BUICK SITE

### Proposed Development Trip Generation

#### Data:

100 Condominiums High End  
20,000 SF - Retail  
2 underground levels for residents

#### From Institute of Transportation Engineers:

	In (directional flow)	Out (directional flow)
<i>Residential Development -- Luxury Condos</i>		
<b>0.56</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic	23%	77%
<b>0.55</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	63%	37%
<i>Retail - Specialty Retail Center</i>		
<b>0.71</b> Ave. Trip Rate AM Peak Hour		
* AM peak hour trip rate data was not provided in ITE Trip Generation Manual for this category.		
Trip rate for the AM peak was calculated by applying AM and PM peak hour trip rate relationship for Shopping Center Data (relatively similar to specialty retail center) to PM peak hour for this category.		
<b>2.59</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	43%	57%

#### Trip Rates:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Condos	Trips Per Residential Units	0.13	0.43	0.56	0.35	0.20	0.55
Retail Specialty	Trips Per 1000 SF	0.41	0.31	0.71	1.11	1.48	2.59

#### Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Condos	Trips Per Residential Units	13	43	56	35	20	55
Retail Specialty	Trips Per 1000 SF	8	6	14	22	30	52
<b>Total</b>		<b>21</b>	<b>49</b>	<b>70</b>	<b>57</b>	<b>50</b>	<b>107</b>

#### Trip Reductions:

	Residential	Commercial
Transit	40%	30%
Internal Capture (People Walking)	10%	10%
Pass-By trips	0%	10%
<b>Total</b>	<b>50%</b>	<b>50%</b>

# Preliminary Estimates of Additional Trips Generated by Proposed Developments

## Adjusted Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Condos	Trips Per Residential Units	7	22	29	18	10	28
Retail Specialty	Trips Per 1000 SF	4	3	7	11	15	26
	<b>Total</b>	<b>11</b>	<b>25</b>	<b>36</b>	<b>29</b>	<b>25</b>	<b>54</b>

## Existing Development Trip Generation

### Data:

20,000 SF Gross Floor Area (GFA) - Retail

### From Institute of Transportation Engineers:

	In (directional flow)	Out (directional flow)
<i>Retail - Car Dealership</i>		
<b>2.21</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic	73%	27%
<b>2.8</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	40%	60%

### Trip Rates:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Car Dealership	Trips Per 1000 SF	1.61	0.60	2.21	1.12	1.68	2.8

### Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Car Dealership	Trips Per 1000 SF	32	12	44	22	34	56
	<b>Total</b>	<b>32</b>	<b>12</b>	<b>44</b>	<b>22</b>	<b>34</b>	<b>56</b>

### Trip Reductions:

	Residential	Commercial
Transit	40%	30%
Internal Capture (People Walking)	10%	10%
Pass-By trips	0%	10%
<b>Total</b>	<b>50%</b>	<b>50%</b>

### Adjusted Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Car Dealership	Trips Per 1000 SF	16	6	22	11	17	28
	<b>Total</b>	<b>16</b>	<b>6</b>	<b>22</b>	<b>11</b>	<b>17</b>	<b>28</b>

Preliminary Estimates of Additional Trips Generated by Proposed Developments

**Net Trip Addition by Proposed Development:**

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Total	-5	19	14	18	8	26

# Preliminary Estimates of Additional Trips Generated by Proposed Developments

**Project: WMATA**

## Proposed Development Trip Generation

### Data:

800 Apartments  
90,000 SF - Retail  
1,000 cars (above ground)  
170,000 Bus depot below grade

### From Institute of Transportation Engineers:

	In (directional flow)	Out (directional flow)
<i>Residential - Apartments</i>		
<b>0.51</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic	16%	84%
<b>0.62</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	67%	33%
<i>Retail - Specialty Retail Center</i>		
<b>0.71</b> Ave. Trip Rate AM Peak Hour		
* AM peak hour trip rate data was not provided in ITE Trip Generation Manual for this category.		
Trip rate for the AM peak was calculated by applying AM and PM peak hour trip rate relationship for Shopping Center Data (relatively similar to specialty retail center) to PM peak hour for this category.		
<b>2.59</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	43%	57%

### Trip Rates:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Apartments	Trips Per Residential Units	0.08	0.43	0.51	0.42	0.20	0.62
Retail Specialty	Trips Per 1000 SF	0.41	0.31	0.71	1.11	1.48	2.59

### Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Apartments	Trips Per Residential Units	65	343	408	332	164	496
Retail Specialty	Trips Per 1000 SF	37	28	65	100	133	233
<b>Total</b>		<b>102</b>	<b>371</b>	<b>473</b>	<b>432</b>	<b>297</b>	<b>729</b>

### Trip Reductions:

	Residential	Commercial
Transit	40%	30%
Internal Capture (People Walking)	10%	10%
Pass-By trips	0%	10%
<b>Total</b>	<b>50%</b>	<b>50%</b>

# Preliminary Estimates of Additional Trips Generated by Proposed Developments

## **Adjusted Trip Generation:**

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Apartments	Trips Per Residential Units	33	172	205	166	82	248
Retail Specialty	Trips Per 1000 SF	19	14	33	50	67	117
	<b>Total</b>	<b>52</b>	<b>186</b>	<b>238</b>	<b>216</b>	<b>149</b>	<b>365</b>

## **Existing Development Trip Generation**

WMATA will continue with the same number of operations. No trips need to be removed.

## **Net Trip Addition by Proposed Development:**

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Total</b>	<b>52</b>	<b>186</b>	<b>238</b>	<b>216</b>	<b>149</b>	<b>365</b>

# Preliminary Estimates of Additional Trips Generated by Proposed Developments

## Project: CHEVY CHASE CENTER

### Proposed Development Trip Generation

#### Data:

315,800 SF - General Office Building  
76,200 SF - Retail  
20,000 SF - Supermarket

#### From Institute of Transportation Engineers:

		In (directional flow)	Out (directional flow)
<i>Office - General Office Building</i>			
<b>1.56</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic		88%	12%
<b>1.49</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic		17%	83%
<i>Retail - Specialty Retail Center</i>			
<b>0.71</b> Ave. Trip Rate AM Peak Hour			
* AM peak hour trip rate data was not provided in ITE Trip Generation Manual for this category.			
Trip rate for the AM peak was calculated by applying AM and PM peak hour trip rate relationship for Shopping Center Data (relatively similar to speciality retail center) to PM peak hour for this category.			
<b>2.59</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic		43%	57%
<i>Supermarket</i>			
<b>3.25</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic		61%	39%
<b>11.51</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic		51%	49%

#### Trip Rates:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
General Office Bldg	Trips Per 1000 SF	1.37	0.19	1.56	0.25	1.24	1.49
Retail Specialty	Trips Per 1000 SF	0.41	0.31	0.71	1.11	1.48	2.59
Supermarket	Trips Per 1000 SF	1.98	1.27	3.25	5.87	5.64	11.51

#### Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
General Office Bldg	Trips Per 1000 SF	434	59	493	80	391	471
Retail Specialty	Trips Per 1000 SF	31	23	54	85	112	197
Supermarket	Trips Per 1000 SF	40	25	65	117	113	230
<b>Total</b>		<b>505</b>	<b>107</b>	<b>612</b>	<b>282</b>	<b>616</b>	<b>898</b>

#### Trip Reductions:

	Residential	Commercial
Transit	40%	30%
Internal Capture (People Walking)	10%	10%
Pass-By trips	0%	10%
<b>Total</b>	<b>50%</b>	<b>50%</b>

## Preliminary Estimates of Additional Trips Generated by Proposed Developments

### Adjusted Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
General Office Bldg	Trips Per 1000 SF	217	30	247	40	196	236
Retail Specialty	Trips Per 1000 SF	16	12	28	43	56	99
Supermarket	Trips Per 1000 SF	20	13	33	59	57	116
	<b>Total</b>	<b>253</b>	<b>55</b>	<b>308</b>	<b>142</b>	<b>309</b>	<b>451</b>

### Existing Development Trip Generation

#### Data:

47,091 SF - Retail  
 16,700 SF Gross Floor Area (GFA) - Supermarket  
 34,361 SF Office

#### From Institute of Transportation Engineers:

		In (directional flow)	Out (directional flow)
<i>Retail - Specialty Retail Center</i>			
<b>0.71</b>	Assumed based on comparison of Shopping Center Data (1.03 AM vs. 3.74 PM)		
<b>2.59</b>	Ave. Trip Rate PM Peak Hour of Adjacent Traffic	43%	57%
<i>Retail - Supermarket</i>			
<b>3.25</b>	Ave. Trip Rate PM Peak Hour of Adjacent Traffic	61%	39%
<b>11.51</b>	Ave. Trip Rate PM Peak Hour of Adjacent Traffic	51%	49%
<i>Office - General Office Building</i>			
<b>1.56</b>	Ave. Trip Rate AM Peak Hour of Adjacent Traffic	88%	12%
<b>1.49</b>	Ave. Trip Rate PM Peak Hour of Adjacent Traffic	17%	83%

#### Trip Rates:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail Specialty	Trips Per 1000 SF Gross Leasable Area	0.41	0.31	0.71	1.11	1.48	2.59
Supermarket	Trips Per 1000 SF Gross Floor Area (GFA)	1.98	1.27	3.25	5.87	5.64	11.51
Office Bldg	Trips Per 1000 SF	1.37	0.19	1.56	0.25	1.24	1.49

#### Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail Specialty	Trips Per 1000 SF Gross Leasable Area	19	14	33	52	70	122
Supermarket	Trips Per 1000 SF Gross Floor Area (GFA)	33	21	54	98	94	192
Office Bldg	Trips Per 1000 SF	47	6	53	9	42	51
	<b>Total</b>	<b>99</b>	<b>41</b>	<b>140</b>	<b>159</b>	<b>206</b>	<b>365</b>

## Preliminary Estimates of Additional Trips Generated by Proposed Developments

### Trip Reductions:

	Residential	Commercial
Transit	40%	30%
Internal Capture (People Walking)	10%	10%
Pass-By trips	0%	10%
<b>Total</b>	<b>50%</b>	<b>50%</b>

### Adjusted Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail Specialty	Trips Per 1000 SF Gross Leasable Area	10	7	17	26	35	61
Super market	Trips Per 1000 SF Gross Floor Area (GFA)	17	11	28	49	47	96
Office Bldg	Trips Per 1000 SF	24	3	27	5	21	26
	<b>Total</b>	<b>51</b>	<b>21</b>	<b>72</b>	<b>80</b>	<b>103</b>	<b>183</b>

### Net Trip Addition by Proposed Development:

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Total</b>	<b>202</b>	<b>34</b>	<b>236</b>	<b>62</b>	<b>206</b>	<b>268</b>

# Preliminary Estimates of Additional Trips Generated by Proposed Developments

**Project: HECHT'S**

## Proposed Development Trip Generation

### Data:

433 High Rise Apartments  
305,000 SF - Office  
300,000 SF - Retail

### From Institute of Transportation Engineers:

	In (directional flow)	Out (directional flow)
<i>Residential - High Rise Apartments</i>		
<b>0.30</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic	25%	75%
<b>0.35</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	61%	39%
<i>Office - General Office Building</i>		
<b>1.56</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic	88%	12%
<b>1.49</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	17%	83%
<i>Retail - Shopping Center</i>		
<b>1.03</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic	61%	39%
<b>3.74</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	48%	52%

### Trip Rates:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
High Rise Apartments	Trips Per Residential Units	0.08	0.23	0.30	0.21	0.14	0.35
General Office Bldg	Trips Per 1000 SF	1.37	0.19	1.56	0.25	1.24	1.49
Shopping Center	Trips Per 1000 SF	0.63	0.40	1.03	1.80	1.94	3.74

### Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
High Rise Apartments	Trips Per Residential Units	32	97	129	92	59	151
General Office Bldg	Trips Per 1000 SF	419	57	476	77	377	454
Shopping Center	Trips Per 1000 SF	188	121	309	539	583	1122
<b>Total</b>		<b>639</b>	<b>275</b>	<b>914</b>	<b>708</b>	<b>1019</b>	<b>1727</b>

### Trip Reductions:

	Residential	Commercial
Transit	40%	30%
Internal Capture (People Walking)	10%	10%
Pass-By trips	0%	10%
<b>Total</b>	<b>50%</b>	<b>50%</b>

# Preliminary Estimates of Additional Trips Generated by Proposed Developments

## Adjusted Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
High Rise Apartments	Trips Per Residential Units	16	49	65	46	30	76
General Office Bldg	Trips Per 1000 SF	210	29	239	39	189	228
Shopping Center	Trips Per 1000 SF	94	61	155	270	292	562
	<b>Total</b>	<b>320</b>	<b>139</b>	<b>459</b>	<b>355</b>	<b>511</b>	<b>866</b>

## Existing Development Trip Generation

### Data:

176,188 SF - Retail

### From Institute of Transportation Engineers:

	In (directional flow)	Out (directional flow)
<i>Retail - Shopping Center</i>		
<b>1.03</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic	61%	39%
<b>3.74</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	48%	52%

### Trip Rates:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail	Trips Per 1000 SF Gross Leasable Area	0.54	0.49	1.03	1.80	1.94	3.74

### Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail	Trips Per 1000 SF Gross Leasable Area	94	87	181	316	343	659
	<b>Total</b>	<b>94</b>	<b>87</b>	<b>181</b>	<b>316</b>	<b>343</b>	<b>659</b>

### Trip Reductions:

	Residential	Commercial
Transit	40%	30%
Internal Capture (People Walking)	10%	10%
Pass-By trips	0%	10%
<b>Total</b>	<b>50%</b>	<b>50%</b>

### Adjusted Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail	Trips Per 1000 SF Gross Leasable Area	47	44	91	158	172	330
	<b>Total</b>	<b>47</b>	<b>44</b>	<b>91</b>	<b>158</b>	<b>172</b>	<b>330</b>

Preliminary Estimates of Additional Trips Generated by Proposed Developments

***Net Trip Addition by Proposed Development:***

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Total</b>	<b>273</b>	<b>95</b>	<b>368</b>	<b>197</b>	<b>339</b>	<b>536</b>

# Preliminary Estimates of Additional Trips Generated by Proposed Developments

**Project: GEICO**

## Proposed Development Trip Generation

**Data:**

500 Apartments  
810,000 SF - Office

**From Institute of Transportation Engineers:**

	In (directional flow)	Out (directional flow)
<i>Residential - Apartments</i>		
<b>0.51</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic	16%	84%
<b>0.62</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	67%	33%
<i>Office - General Office Building</i>		
<b>1.56</b> Ave. Trip Rate AM Peak Hour of Adjacent Traffic	88%	12%
<b>1.49</b> Ave. Trip Rate PM Peak Hour of Adjacent Traffic	17%	83%

**Trip Rates:**

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Apartments	Trips Per Residential Units	0.08	0.43	0.51	0.42	0.20	0.62
General Office Bldg	Trips Per 1000 SF	1.37	0.19	1.56	0.25	1.24	1.49

**Trip Generation:**

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Apartments	Trips Per Residential Units	41	214	255	208	102	310
General Office Bldg	Trips Per 1000 SF	1112	152	1264	205	1002	1207
	<b>Total</b>	<b>1153</b>	<b>366</b>	<b>1519</b>	<b>413</b>	<b>1104</b>	<b>1517</b>

**Trip Reductions:**

	Residential	Commercial
Transit	40%	30%
Internal Capture (People Walking)	10%	10%
Pass-By trips	0%	10%
<b>Total</b>	<b>50%</b>	<b>50%</b>

**Adjusted Trip Generation:**

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Condos	Trips Per Residential Units	21	107	128	104	51	155
Day Care Center	Trips Per 1000 SF	556	76	632	103	501	604
	<b>Total</b>	<b>577</b>	<b>183</b>	<b>760</b>	<b>207</b>	<b>552</b>	<b>759</b>

# Preliminary Estimates of Additional Trips Generated by Proposed Developments

## Existing Development Trip Generation

### Data:

514,257 SF - Headquarters

### From Institute of Transportation Engineers:

	In (directional flow)	Out (directional flow)
Office - Headquarters		
1.47 Ave. Trip Rate AM Peak Hour of Adjacent Traffic	93%	7%
1.39 Ave. Trip Rate PM Peak Hour of Adjacent Traffic	11%	89%

### Trip Rates:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Office Headquarter	Trips Per 1000 SF Gross Floor Area	1.37	0.10	1.47	0.15	1.24	1.39

### Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Office Headquarter	Trips Per 1000 SF Gross Floor Area	703	53	756	79	636	715
	<b>Total</b>	<b>703</b>	<b>53</b>	<b>756</b>	<b>79</b>	<b>636</b>	<b>715</b>

### Trip Reductions:

	Residential	Commercial
Transit	40%	30%
Internal Capture (People Walking)	10%	10%
Pass-By trips	0%	10%
<b>Total</b>	<b>50%</b>	<b>50%</b>

### Adjusted Trip Generation:

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Office Headquarter	Trips Per 1000 SF Gross Floor Area	352	27	379	40	318	358
	<b>Total</b>	<b>352</b>	<b>27</b>	<b>379</b>	<b>40</b>	<b>318</b>	<b>358</b>

## Net Trip Addition by Proposed Development:

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Total</b>	<b>225</b>	<b>156</b>	<b>381</b>	<b>167</b>	<b>234</b>	<b>401</b>